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Atty. Dkt. No. 061300-0621

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Yakes et al.

Title: A/C BUS ASSEMBLY FOR
ELECTRONIC TRACTION
VEHICLE

Appl. No.: 10/718,051

Filing Date: 03/16/2004

Examiner: Gibson, Eric M.

Art Unit: 3661

CERTIFICATE OF EXPRESS MAILING	
I hereby certify that this correspondence is being deposited with the United States Postal Service's "Express Mail Post Office To Addressee" service under 37 C.F.R. § 1.10 on the date indicated below and is addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.	
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Carolyn Simpson (Printed Name)	
(Signature)	

INFORMATION DISCLOSURE STATEMENT
UNDER 37 CFR §1.56

Mail Stop Amendment
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

Submitted herewith on Form PTO-1449 is a listing of documents known to Applicants in order to comply with Applicants' duty of disclosure pursuant to 37 CFR §1.56.

A copy of each non-U.S. patent document and each non-patent document is being submitted to comply with the provisions of 37 CFR §1.97 and §1.98.

The submission of any document herewith, which is not a statutory bar, is not intended as an admission that such document constitutes prior art against the claims of the present application or that such document is considered material to patentability as defined in 37 CFR §1.56(b). Applicants do not waive any rights to take any action which would be appropriate to antedate or otherwise remove as a competent reference any document which is determined to be a *prima facie* art reference against the claims of the present application.

The Examiner is hereby advised of the existence of the applications listed in Appendix A which share at least some common disclosure with the above-identified patent application

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and/or which may serve as the basis of priority or otherwise relate to one or more of the other patent applications in Appendix A. For completeness, the above-identified application is included in the list. Appendix A enclosed with this Information Disclosure Statement is an updated version of Appendix A submitted on July 3, 2003.

TIMING OF THE DISCLOSURE

The listed documents are being submitted in compliance with 37 CFR §1.97(c), before the mailing date of either a final action under 37 CFR §1.113, a notice of allowance under 37 CFR §1.311, or an action that otherwise closes prosecution in the application.

ADDITIONAL INFORMATION

Applicants note that due to the commercialization of the subject matter disclosed in U.S. Patent No. 6,421,593 (“the ’593 patent”), the subject matter disclosed in the ’593 patent and, in particular, the subject matter relating to the configuration and features of the control system 12 (col. 4, line 22 to col. 21, line 39; and col. 30, line 35 to col. 31, line 26) should be considered as being provisionally available as prior art under the provisions of 35 U.S.C. §102(b). Thus, the Examiner should consider the information described in the ’593 patent as being available to serve as the basis for a prior art rejection should the Examiner believe that such a rejection is in order. However, because some of the features, characteristics, and configurations described in the ’593 patent may not have been included in the commercial embodiments, Applicants reserve the right to take any action which would be appropriate to traverse any such rejection by antedating or otherwise showing that the portion of the ’593 patent relied on is not properly available as prior art.

Applicants also note, in connection with the ’593 patent, that Applicants implemented an arrangement wherein a laptop computer (corresponding to the personal computer 85) was connected to a central control unit (corresponding to the control unit 14) by way of an RS-232 link. The laptop computer was further connected to a remote computer system by way of a telephone modem link. The laptop computer

and the remote computer both executed software commonly known by the trade name "pcAnywhere" (a registered trademark of Symantec). The remote computer system was capable of directly examining inputs and directly controlling outputs by way of the telephone modem link and the pcAnywhere remote control software interface. An Internet connection was not used. This arrangement should be considered as prior art under the provisions of 35 U.S.C. §102(b).

Applicants note that due to the commercialization of the subject matter disclosed in this patent application, a vehicle similar to that shown in Fig. 14 and constructed using the modules as shown in connection with Fig. 16 but without the use of the control system disclosed herein should be considered as being provisionally available as prior art under the provisions of 35 U.S.C. § 102(b). Thus, the Examiner should consider this information as being available to serve as the basis for a prior art rejection should the Examiner believe that such a rejection is in order. However, because some of the features, characteristics, and configurations described herein may not have been included in the commercial embodiments, Applicants reserve the right to take any action which would be appropriate to traverse any such rejection by antedating or otherwise showing that the portion of this application relied on is not properly available as prior art.

RELEVANCE OF EACH DOCUMENT

An English abstract for JP 2000-333160 states: "PROBLEM TO BE SOLVED: To allow a commanding vehicle to grasp a state of a fire immediately before fire fighters conducting fire fighting activities as an image by a simple and inexpensive means and to allow even a direction center of a fire station to grasp the state. SOLUTION: A small-sized video camera 20 mounted on a helmet 18 of a fire fighter 10 photographs a same direction as a sight line of the fire fighter. A spread spectrum SS radio transmitter 22 adopting specified low power radio communication system transmits an image signal of the camera 20 to an SS radio receiver 24 mounted on a commanding vehicle 12, and an image display device 26 displays the image. Moreover, a 1st mobile phone terminal 44 transmits the image signal

received by the SS radio receiver 24 to a 2nd mobile phone terminal 46 installed in a directing center 14, and an image display device 50 displays the image.”

An English abstract for FR 2 658 259 states: “The transmission according to the invention is of the type comprising, between a heat engine (1) and driving wheels, a primary variable cylinder-capacity hydrostatic element (7) driven by the heat engine, at least two variable cylinder-capacity secondary hydrostatic elements (7) connected up in parallel with the primary hydrostatic element by a closed two-branch hydraulic circuit, each of the secondary elements being connected to one of the three components (9) of a planetary gear train, the second component (10) of which drives one of the wheels of the vehicle, and the third (8) is under the control of a mechanical shaft (5) capable of being immobilized by a brake (4) or of being driven by the heat engine when a clutch (3) is engaged. It is characterised in that a command and control system regulates each of the positive or negative cylinder capacities of the secondary hydrostatic elements, thus causing the torque and the speed of each of the wheels to vary independently of one another.”

An English abstract for EP 0 949 122 states: “The diagnostic unit has a microprocessor (9) for reading out of fault signals in the fault memory of electronic controls (3,4). The diagnostic unit works with units of the motor vehicle, to produce a fault diagnosis on the display (10). The diagnostic unit is a combination unit having the speed indicator. The microprocessor has facilities for the automatic monitoring of the fault memory.”

An English abstract for EP 0 812 720 states: “A drive system for commercial vehicles, especially agricultural or industrial tractors, is described. The system contains a generator driven by an IC engine (16) and at least one driven axle(34). The two wheels (14) on this axle are driven by an electric motor fed from the generator. To attain a good overall efficiency, a continuous matching of the speeds and/or torques of the individual wheels to the travel requirements and to improve the travel properties, a hybrid drive is proposed whereby the IC engine drives at least one shaft (28) connected to the driven axle. On each wheel of this

axle is a summing gearbox combining the outputs of the shaft and the electric motor before passing this to the wheel.”

An English abstract for EP 1 087 343 states: “The remote car diagnosis system has a car (10) diagnosed by a distant expert system (11). The process has a car diagnostic calculator (14) collecting data from car calculators on a bus. The information is then passed by wireless communication (12) to the expert system using a transmitter/receiver (13) in the car. The expert system then carries out the diagnosis.”

An English abstract for DE 44 31 929 states: “The hybrid drive system is mounted transverse to the direction of travel in the drive axle (6) area of the vehicle. The drive shaft (7) of the electromotor (3) is permanently connected to the drive axle of the vehicle through the gearing (9). The generator (4) is mounted structurally separate on the crankshaft (1). The gearing is non-switchable and only has a selectively coupling intermediate shaft (10) with drive pinion (13) and further gearwheel (14) wherein the drive pinion is connected directly or indirectly to a gearwheel (15) on the drive axle and the additional gearwheel is connected to a pinion (16) of the drive shaft (7) of the motor.”

An English abstract for DE 41 11 865 states: “An electronic controller (13,14,15,16) contains a device for controlling a specific part of a motor vehicle and a type information output device which generates a signal corresp. to internally stored type information in response to an external signal. The test system (5) contains the controller and a test device which can be removably connected to it to display the type of electronic controller according to the signal output by the controller. The test device feeds an interrogation signal into the controller. USE/ADVANTAGE - To enable simple generation of controller type information for controlling e.g. vehicle engine, automatic transmission, suspension, servosteering, navigation, electric windows, etc.”

An English abstract for DE 41 08 647 states: “The drive system uses an electrical generator driven by the vehicle ic engine and coupled to respective continuously variable

electric motors (22) for each of the vehicle driven wheels (10). The rotor (24) of each electric motor (22) is supported by a fixed bearing (30) and a loose bearing provided by a drive spline (34) on opposite sides. The drive spline (34) uses between 2 diametrically opposing driven cogs (36, 38), in turn cooperating with an input cog (40) for the end drive. Pref the dia. of the input cog (40) is greater than that of the electric motor drive spline (34). ADVANTAGE - Improved drive efficiency.”

An English abstract for DE 199 29 434 states: “The system uses conventional image acquisition, transmission and image reproduction systems, pref. with a video/audio transmission with a monitor and a return channel. The system has a mobile operation centre contg. a central receiving station for sound and images and a return channel. At least one camera is placed in the hazardous area and connected to a transmitter system that transmits the current events from the hazardous area to the receiver station, pref. by radio. The camera has a receiver enabling control of the camera from the operation centre.”

An English abstract for DE 197 49 074 states: “The agricultural vehicle has an IC engine (1) coupled to the vehicle drive (17) via an electromechanical transmission with a generator (2), an electric motor (10) and a mechanical gearing (16). The engine output shaft and electric motor armature shaft (9) is coupled to respective inputs of a summation transmission (4), driving the mechanical gearing on the output side.”

An English translation of the foreign-language documents is not readily available. However, the absence of such translation does not relieve the PTO from its duty to consider the submitted foreign language documents (37 CFR §1.98 and MPEP §609).

Applicants respectfully request that any listed document be considered by the Examiner and be made of record in the present application and that an initialed copy of Form PTO-1449 be returned in accordance with MPEP §609.

FEE

A fee in connection with submission of an information disclosure statement under 37 CFR §1.97(c) in the amount of \$180.00 in accordance with 37 CFR §1.17(p) is attached.

The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 CFR §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 06-1447. Should no proper payment be enclosed herewith, as by a check being in the wrong amount, unsigned, post-dated, otherwise improper or informal or even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 06-1447.

Respectfully submitted,

Date Feb 24, 2005

By Scott C. Nielson

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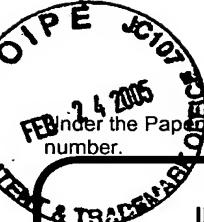
APPENDIX A

FEB 24 2005

Atty. Dkt. No.	Serial No.	Title of Application
061300-0207	09/500,506 – U.S. Pat. No. 6,553,290	Equipment Service Vehicle Having On-Board Diagnostic System
061300-0210	09/364,690, now abandoned	Firefighting Vehicle Having Cooperative Control Network With Distributed I/O Interfacing
061300-0211	09/384,393, now U.S. Pat. No. 6,421,593	Military Vehicle Having Cooperative Control Network With Distributed I/O Interfacing
061300-0216	09/774,981 now U.S. Pat. No. 6,757,597	A/C Bus Assembly for Electronic Traction Vehicle
061300-0225	09/927,946 – Published App No. 2002/65,594	Control System and Method for an Equipment Service Vehicle
061300-0229	10/364,683 – Published App No. 2003/163,228	Turret Targeting System and Method for a Fire Fighting Vehicle
061300-0230	10/325,439 – Published App No. 2003/158,640	Equipment Service Vehicle With Network-Assisted Vehicle Service and Repair
061300-0231	10/364,905 – Published App No. 2003/163,229	Turret Envelope Control System and Method for a Fire Fighting Vehicle
061300-0232	10/364,668 – Published App No. 2003/171,854	Turret Deployment System and Method for a Fire Fighting Vehicle
061300-0233	10/364,906 – Published App No. 2003/163,230	Turret Operator Interface System and Method for a Firefighting Vehicle
061300-0234	10/326,907 – Published App No. 2003/158,635	Firefighting Vehicle With Network-Assisted Scene Management
061300-0235	10/325,496 – Published App No. 2004/24,502	Equipment Service Vehicle With Remote Monitoring
061300-0246	10/137,585 – Published App No. 2003/205,422	Hybrid Vehicle with Combustion Engine/Electric Motor Drive
061300-0247	10/326,862 – Published App No. 2003/158,638	Control System and Method for Electric Vehicle

APPENDIX A

061300-0266	10/460,756 – Published App No. 2004/39,510	Control System and Method for an Equipment Service Vehicle
061300-0272	10/314,918 – Published App No. 2003/130,765	Refuse Vehicle Control System and Method
061300-0355	10/402,381 – Published App No. 2004/2,794	Steering Control System and Method
061300-0361	10/683,878 – Published App No. 2004/133,319	User Interface and Method for Vehicle Control System
061300-0364	10/668,002 – Published App No. 2004/55,802	Refuse Vehicle Control System and Method
061300-0376	10/412,596 – Published App No. 2004/19,414	Vehicle Control System and Method
061300-0414	10/419,649 – Published App No. 2003/195,680	Equipment Service Vehicle Having On-Board Diagnostic System
061300-0417	10/420,187 – Published App No. 2003/200,015	Equipment Service Vehicle Having On-Board Diagnostic System
061300-0427	10/668,623 – Published App No. 2004/69,865	Turret Positioning System and Method for a Fire Fighting Vehicle
061300-0535	10/962,172	Control System and Method for a Concrete Vehicle
061300-0617	10/817,556 – Published App No. 2004/199,302	Turret Control System and Method for a Fire Fighting Vehicle
061300-0621	10/718,051 – Published App No. 2004/133,332	A/C Bus Assembly for Electronic Traction Vehicle
061300-0627	10/903,450	Concrete Placement Vehicle Control System and Method
061300-0638	10/950,957	System and Method for Breaking in an Electric Vehicle
061300-0651	10/972,085	Ambulance Control System and Method



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STATEMENT BY APPLICANT**

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Sheet

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of

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Complete if Known

Application Number	10/718,051
Filing Date	03/16/2004
First Named Inventor	Christopher K. Yakes
Group Art Unit	3661
Examiner Name	Gibson, Eric M.

Attorney Docket Number: 061300-0621

U.S. PATENT DOCUMENTS

Examiner Initials*	Cite No. ¹	U.S. Patent Document		Name of Patentee or Applicant of Cited Document	Date of Publication of Cited Document MM-DD-YYYY	Pages, Columns, Lines, Where Relevant Passages or Relevant Figures Appear
		Number	Kind Code ² (if known)			
A1	2004/0199302	A1		Pillar et al.	10-07-2004	
A2	2004/0133332	A1		Yakes et al.	07-08-2004	
A3	2004/0133319	A1		Pillar et al.	07-08-2004	
A4	2004/0070515	A1		Burkley et al.	04-15-2004	
A5	2004/0069865	A1		Rowe et al.	04-15-2004	
A6	2004/0055802	A1		Pillar et al.	03-25-2004	
A7	2004/0039510	A1		Archer et al.	02-26-2004	
A8	2004/0039504	A1		Coffee et al.	02-26-2004	
A9	2004/0039502	A1		Wilson et al.	02-26-2004	
A10	2004/0024502	A1		Squires et al.	02-05-2004	
A11	2004/0019414	A1		Pillar et al.	01-29-2004	
A12	2004/0002794	A1		Pillar et al.	01-01-2004	
A13	2003/0233178	A1		Sinex	12-18-2003	
A14	2003/0230443	A1		Cramer et al.	12-18-2003	
A15	2003/0205422	A1		Morrow et al.	11-06-2003	
A16	2003/0200015	A1		Pillar	10-23-2003	
A17	2003/0195680	A1		Pillar	10-16-2003	
A18	2003/0182034	A1		Katagishi et al.	09-25-2003	
A19	2003/0171854	A1		Pillar et al.	09-11-2003	
A20	2003/0163233	A1		Song et al.	08-28-2003	
A21	2003/0163230	A1		Pillar et al.	08-28-2003	
A22	2003/0163229	A1		Pillar et al.	08-28-2003	
A23	2003/0163228	A1		Pillar et al.	08-28-2003	
A24	2003/0158640	A1		Pillar et al.	08-21-2003	
A25	2003/0158638	A1		Yakes et al.	08-21-2003	
A26	2003/0158635	A1		Pillar et al.	08-21-2003	
A27	2003/0130765	A1		Pillar et al.	07-10-2003	
A28	2003/0114965	A1		Fiechter et al.	06-19-2003	
A29	2003/0105566	A1		Miller	06-05-2003	
A30	2003/0105565	A1		Loda et al.	06-05-2003	
A31	2003/0081123	A1		Rupe	05-01-2003	
A32	2003/0001736	A1		Lewis	01-02-2003	
A33	2002/0133273	A1		Lowrey et al.	09-19-2002	
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A36	2002/0065707	A1		Lancaster et al.	05-30-2002	
A37	2002/0065594	A1		Squires et al.	05-30-2002	
A38	2002/0049523	A1		Diaz et al.	04-25-2002	
A39	2002/0045507	A1		Bowen	04-18-2002	
A40	2002/0010643	A1		Chaves	01-24-2002	

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Examiner Signature	Date Considered
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*EXAMINER: Initial if reference considered, whether or not citation is in conformance with MPEP 609. Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

¹ Unique citation designation number. ²See attached Kinds of U.S. Patent Documents. ³Enter Office that issued the document, by the two-letter code (WIPO Standard ST.3). ⁴For Japanese patent documents, the indication of the year of the reign of the Emperor must precede the serial number of the patent document.

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U.S. PATENT DOCUMENTS

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A42	2001/0044769	A1	Chaves	11-22-2001		
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A44	2001/0034573	A1	Morgan et al.	10-25-2001		
A45	6,798,344	B2	Faulkner et al.	09-28-2004		
A46	6,757,597	B2	Yakes et al.	06-29-2004		
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A50	6,611,740	B2	Lowrey et al.	08-26-2003		
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A53	6,553,290	B1	Pillar	04-22-2003		
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A56	6,487,717	B1	Brunemann et al.	11-26-2002		
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U.S. PATENT DOCUMENTS

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Application Number	10/718,051
Filing Date	03/16/2004
First Named Inventor	Christopher K. Yakes
Group Art Unit	3661
Examiner Name	Gibson, Eric M.

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of

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Attorney Docket Number

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Examiner Name	Gibson, Eric M.

Attorney Docket Number 061300-0621

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Date Submitted: February 24, 2005 <i>(use as many sheets as necessary)</i>				Filing Date	03/16/2004
				First Named Inventor	Christopher K. Yakes
				Group Art Unit	3661
				Examiner Name	Gibson, Eric M.
Sheet	6	of	8	Attorney Docket Number	061300-0621

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First Named Inventor	Christopher K. Yakes
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